

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

Claims 1-12. (Canceled)

13. (Currently amended) In a fuel injection valve for internal combustion engines, having a valve body (1) in which a bore (3) is disposed, on whose end toward the combustion chamber a conical valve seat (9) is embodied in which at least two injection ports (11) are disposed that connect the bore (3) to the combustion chamber, and having a valve member (5), which is guided in the bore (3) and by imposition of pressure by fuel on a pressure face (13) embodied on the valve member (5) is axially movable counter to a closing force aimed at the valve seat (9) and which has a valve member shaft (205), oriented toward the valve seat (9), between which shaft and the wall of the bore (3) a pressure chamber (19) that can be filled with fuel is embodied, which valve member (5), on its end toward the combustion chamber, has a valve member tip (7) on which a first conical face (30) and a second conical face (32)[[.]] ~~adjoining the first conical face (30) toward the combustion chamber~~[[.]] are ~~embodied, the second conical face (32) adjoining the first conical face (30) and being located downstream of the first conical face (30) in terms of fuel flow to the injections ports,~~ and the cone angle ( $\alpha$ ) of the first conical face (30) is less, and the cone angle

( $\beta$ ) of the second conical face (32) is greater, than the cone angle ( $\gamma$ ) of the valve seat (9), and having an annular groove (35), extending all the way around the valve member tip (7), the first groove edge (38) of the annular groove (35) ~~which~~ is located in a radial plane to the axis of the valve member (5) and on the first conical face (30), and the ~~whose~~ second groove edge (39) of the annular groove (35) is located in a radial plane to the axis of the valve member (5) and on the second conical face (32), and the first groove edge (38) of the annular groove (35) is embodied as a sealing edge, which in the closing position of the valve member (5) comes into contact with the valve seat (9) upstream of the fuel flow to the injection ports (11), the improvement comprising an additional annular groove (42) on the second conical face (32) of the valve member tip (7), the additional annular groove (42) ~~[(47)]~~ at least partly covering the injection ports (11) both in the closing position and in the open position of the valve member (5).

14. (Currently amended) The fuel injection valve of claim 13 wherein the cross section of the additional annular groove (42) is greater than or equal to the cross section of an injection port (11).

15. (Previously presented) The fuel injection valve of claim 13 wherein that a first differential angle ( $\delta_1$ ), located between the first conical face (30) and the valve seat (9), is smaller than a second differential angle ( $\delta_2$ ), located between the valve seat (9) and the second conical face (32).

16. (Previously presented) The fuel injection valve of claim 15 wherein the first differential angle ( $\delta_1$ ) and the second differential angle ( $\delta_2$ ) amount to less than  $1.5^\circ$ .

17. (Currently amended) The fuel injection valve of claim 13 wherein the cone angle ( $\gamma$ ) of the valve seat (9) amounts to from  $55$  to  $65^\circ$ , ~~preferably approximately  $60^\circ$ .~~

18. (Previously presented) The fuel injection valve of claim 13 wherein the groove edges (44; 46) of the additional annular groove (42) are located in planes radial to the valve member axis (50) of the valve member (5).

19. (Previously presented) The fuel injection valve of claim 13 wherein the conical face adjoining the groove edge (46), remote from the combustion chamber, of the additional annular groove (42) partly covers the injection ports (11) in the closing position of the valve member (5).

20. (Previously presented) The fuel injection valve of claim 14 wherein the conical face adjoining the groove edge (46), remote from the combustion chamber, of the additional annular groove (42) partly covers the injection ports (11) in the closing position of the valve member (5).

21. (Previously presented) The fuel injection valve of claim 15 wherein the conical face adjoining the groove edge (46), remote from the combustion chamber, of the additional annular groove (42) partly covers the injection ports (11) in the closing position of the valve member (5).

22. (Previously presented) The fuel injection valve of claim 16 wherein the conical face adjoining the groove edge (46), remote from the combustion chamber, of the additional annular groove (42) partly covers the injection ports (11) in the closing position of the valve member (5).

23. (Previously presented) The fuel injection valve of claim 13 wherein the injection ports (11) are located in a common radial plane relative to the valve member axis (50).

24. (Previously presented) The fuel injection valve of claim 13 wherein the groove edges (44; 46) of the additional annular groove (42) and the injection port outlets are in a plane that is inclined to the radial plane of the valve member axis (50).

25. (Currently amended) The fuel injection valve of claim 13 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one [[in]] longitudinal groove (55) extending along jacket lines of the second conical face (32).

26. (Currently amended) The fuel injection valve of claim 14 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one ~~[[in]]~~ longitudinal groove (55) extending along jacket lines of the second conical face (32).

27. (Currently amended) The fuel injection valve of claim 15 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one ~~[[in]]~~ longitudinal groove (55) extending along jacket lines of the second conical face (32).

28. (Currently amended) The fuel injection valve of claim 16 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one ~~[[in]]~~ longitudinal groove (55) extending along jacket lines of the second conical face (32).

29. (Currently amended) The fuel injection valve of claim 17 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one ~~[[in]]~~ longitudinal groove (55) extending along jacket lines of the second conical face (32).

30. (Currently amended) The fuel injection valve of claim 18 further comprising at least one longitudinal groove (55) connecting the two annular grooves on the conical face disposed between the annular groove (35) and the additional annular groove (42), each said at least one ~~in~~ longitudinal groove (55) extending along jacket lines of the second conical face (32).

31. (Currently amended) The fuel injection valve of claim 25 wherein a plurality of longitudinal grooves (55) are ~~more than one longitudinal groove (55)~~ embodied on the second conical face (32), said longitudinal grooves being distributed uniformly over the circumference.

32. (Previously presented) The fuel injection valve of claim 31 wherein at least one of said longitudinal grooves (55) extends at an incline to the jacket lines of the second conical face (32).